A Paris letter to the Philadelphia Pres says: A very audaciously plan-ned their came very near being suc-cessfully carried out at the Chatelet Theatre the other day. The theatre is at present unoccupied, but the dram-atic troupe of the Porte St. Martin are to commence a series of representations there in a week or two, so preparations are being made for the speedy re-opening of the house. The director arrived there one morning about half-past 10 o'clock, when, happening to look up towards the roof, he saw there a party of workmen busily employed, a sight whereat he was much astonished, as he had not heard of any repairs being necessary to that part of the building. He-went up at once to see what they were about, but the moment he made his appearance every one of the pretended workmen took to their heels and disappeared by various openings into the interior of the building, from whence they readily parations are being made for the speedy building, from whence they readily made their escape. Further investigation showed a wagon was waiting in the street below, while in the wagon had already been placed about four hundred pounds of sheet lead, which had been stripped from the roof. Had had been stripped from the roof. Had not the director happened to raise his eyes as he approached the theatre, the thieves would soon have torn off all the lead covering, and would have escaped with their booty; for, as every one in the neighborhood knew that Le Chatelet was being put in order paratory to its being occupied by the troupe from the Porte St. Martin, the sight of a bevy of workmen on the roof would have crated no surprise. But only imagine the audacity of the scheme, which had to be carried out in broad daylight, and in one of the in broad daylight, and in one of the most public places in Paris.

A few days ago the Good Templars of Savannah, Georgia, had a picnic at a beach in the vicinity of that city, the ground being reached by a somewhat extended trip on a steamer. Among the "provisions" were four casks of iced water, upon which the excursionists relied for the quenching of their thirst, the only beverages allowed being as a matter of some ing, as a matter of course, aqua pura and the soothing, but unexhilarating lemonade. At length a suspicious odor was noticed to emanate from the cups, was noticed to emanate from the cups, goblets and other articles from which the thirsty Templars quaffed, and eventually it was decided that the beverages they were indulging in had what is vulgarly called "a stick" in them. In fact some sly one had doctored the whole supply with "corn jnice," and the temperance band had all violated their pledges, innocently, to be sure, but still undeniably. The worst of it was that no other water could be obtained, and that unfortuncould be obtained, and that unfortunate crowd were obliged all day either to drink whiskey with their water, or drink salt water, or, declining either, to parch with thirst. And so the poison circulated as sparingly as possible all day, and those Good Templars want to know whether it is necessary for them all to be reobligated on account of their accidentally fractured pledges.

Thirsty Customer.-Mr. Barkeeper, what will five gallons and a gill of your best whisky cost!
Mr. B.—Thirty dollars and twenty-

five cents.

T. C.—Cheap enough. I'll take it. Demijohn is handed down; T. C. takes a nip, smacks his lips and indr. B. that on the whole he thinks he will not keep the balance, and suggests that Mr. B. shall buy it back. Mr. B. always ready for a bargain, offers the \$30.10 for it, which offer T. C. accepts, paying the 15 cents difference. A ten gallon transaction, and only 15 cents changing hands. Of course, the law forbidding the sale of ligues, and it has been supported by the sale of ligues.

Mr. Agustus Lenord, of Western Missouri was fond of fun. He dis-guised himself in war paint and other fixings of an Indian and approached the cabin of one of his neighbors. The countenance of the corpse bore the look of anticipated amusement as plainly as in life.

liquor, save in large quantities, was

not evaded.

A band of crusaders, in San Francisco, while standing on the sidewalk, outside a saloon, broke through and fell a distance of ten feet into the mud below. They were not hurt, but, after extricating themselves, the meeting adjourned abruptly.

An ambitious young lady was talking about her favorite authors, when a literary chap asked her if she liked Lamb. With a look of ineffable disgust, she answered that she cared very little about what she ate, compared with knowledge.

Alluding to the fact that three steamers have been fatally weakened by additions to their length, the Christian Register says "Many fine sermons have been ruited the same way."

Glaziers are the only persons who take pleasure in the thought that this is a world of pane.

The man who tried to light his pipe with a billiard match said he did it out of cue-riosity.

The sentinel who did not sleep on his watch has left it at the pawnbro-

The Temperance movement on Long

JOB WORK

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'REPUBLICAN''

At the lowest cash prices, neatly, promptly, and in style equal to that of any



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INVITATIONS,

BALL TICKETS.

ADMISSION TICKETS,

MONTHLY STATEMENTS,

ENVELOPES

BILL HEADS,

LETTER HEADS,

NOTE HEADS,

CIRCULARS,

BLANKS,

POSTERS.

DODGERS,

HANDBILLS,

LABELS,

Island is entirely surrounded by water. SHIPPING TAGS, &c.

Allegheny Valley Rail Road. Oil Creek & Allegheny River Railway, and Buffalo, Corry & Pitts-burgh R. R.

ON AND AFTER Monday, February 2

U 1874, train	s will re	in as	follor	WIS 1	
STATIONS.	Northw	ard.		ther	rd .
Pittsburgh W Pen June Kittanning R. B'k June Brady Bend Parker Emienton Scrubgrass Franklin	6:00 6:43	8:55 9:43 10:56 11:85 12:00 1:10	10:05 8:30 7:45 6:20 6:00 5:20 4:48 8:52	p m 3:00 1:20 12:32 11:40 11:25 10:35 10:10 9:19	p m
	00 9:45			8:25 7:45	8:00
Eagle Rock & Tionesta 9	00 117 05 28 45	8:00 8:26 4:15	12:12 11:45 10:57 0:23 7:45		7:38 7:23 6:56 6:00 5:20
Rouseville Titusville Corry Mayville	10:05 11:10	5:10	4:52 12:53 11:15 9:47	7:28 6:25	

Trains run by Philadelphia Timo.

J. J. LAWRENCE, Gen'l Sup't.

PENNSYLVANIA GENTRAL RAILROAD
ON AND AFTER II P. P. Sunday May
1, 1870, Trains arrive at and leave the
Union Depot, corner of Washinton and
Liberty street, as follows;
ARRIVE.
Mail Train, 1.30 a m; Fast Line, 12,12 a
m; Well's accommodation No. 1, 6.20 a m
Brinton accommodation No. 1, 7.50 a m;
Wall's accommodation No 2, 8.55 a m;Cincinnati express 9,20 a m; Johnstown accommodation No. 1, 7.00 p m; Pittsburgh
express 1.30 p m; Pacific express 1.50 p m;
Wall's accommodation No. 3, 2.35 p m;
Homewood accommodation No. 1, 9.55 pm;
Wall's accommodation No. 1, 9.55 pm;
Wall's accommodation No. 2, 1.10 p m;
Way Passenger 10,20 p m.
DEPART. DEPART.

DEPART.

Southern express 5.20 a m; Pacific express 2.40 a m; Wall's accommodation No 1, 6.30 a m; Mail Train 8.10 a m; Brinton's accommodation 11.20 a m; Braddock's accommodation No 1, 5.10 p m; Cincinnati express 12.35 p m; Wall's accommodation No 2, 11.51 a m; Johnstown accommodation No 1, 8.50 p m; Homewood accommodation No 1, 8.50 p m; Philiadelphia express 3.50 p m; Wall's accommodation No 4, 6.05 p m; Fast Line 7.40 p m; Wall's No 5, 11.00 p m.

The Church Trains leave Wall's Station every Sunday at 9.05 a, m, reaching Pittsburgh at 10.05 a, m, Returning leave Pittsburgh at 12.50 p, m, and arrive at Wall's Station at 2.10 p, m.

Cincinnati express leaves daily. South-

Cincinnati express leaves daily. South-ern express daily except Monday. All oth-er Trains daily, except Sunday. For further information aply to

For further information aply to
W. H. BECKWITH, Agent.
The Pennsylvania Railroad Company
will not assume any Risk for Bangage except for Wearing Apparel, and limit their
responsibility to One Hundred Dellas value. All bangage exceeding that a ount
in value will be at the risk of the
unless taken by special contract.
A. J. CASSA1
General Superintendent, Alteona Pa.

Allegheny Valley Rail Road.

O's AND after Monday June 1, Trains will run as follows—(Philadelphia Time):
Trains leave Oil City for Pitteburgh at 2:15 p. m. 8:20 p. m. and 8:35 a.m. arriving at Pittsburgh at 10:00, 3:40 p. m. and 6:10 a.

at Pittsburgh at 10:00, 3:40 p. m. and 6:10 a. m.

Trains leave Pittsburgh for Oil City at 7:20 a. m., 1:00 and 8:30 p. m., arriving in Oil City at 7:33 a. m., 8:15 and 8:05 p. m.

Trains leave Oil City for Buffalo at 2:45 p. m. 6:20 p. m., arriving in Buffalo at 2:45 p. m. 8:10 u. m.

Trains leave Buffalo for Oil City at 6:05 a. m. and 12:25 p. m. arriving at Oil City at 2:00 p. m. and 8:05 p. m.

All trains given above run through from Pittsburgh to Buffalo and return, without change of cars. Trains run on Philadelphia time, which is 20 minutes faster than Pittsburgh time. The time at Buffalo is L. S. & M. S. R'y time which is 28 minutes slower than Philadelphia time.

Oil City accommodation leaves Brady's Bend at 6:40 a. m. arriving in Oil City at 11:50 p. m. Leaves OS City at 5:05 p. m., arriving at Brady's Bond at 0:15, p. m., at Red Bank Junction this road conwith the Eastern Extension which runs to Reynoldsville.

T. M. KING.

J. J. LAWRENCE,

T. M. KING, Ass't, Sup't.

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cultural topics regularly appear in this pariment.

It is an independent political paper, longing to no party and wearing no coil. It lights for the election of the best men office. It especially devotes it energies to the exposure of the great corruptions that now weaken and elisgrace our country, and threaten to undermine republicant institutions altogether. It has no fear of knaves, and asks no favors from their supporters. It reports the fashions for the ladies and the markets for the men, especially the cattle-markets, to which it pays particular attentions.

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3.30 p m 3.28 " 3.18 " 3.10 "

No. 3. 1,20 p.m 1,48 ... 1,56 ...

3.10 2.50

nothing b

child

Oils,

SIL

NOTIONS,

CUTLERY,

HARBWARE,

PITHOLE VALLEY R'Y.

O'N AND AFTER Monday, June 5, 1871, Trains will run as follows;

TRAINS NORTHWARD.

TRAINS SOUTHWARD.

Oleopelis 9.16 " 2.14 "
All Trains make close connections at Oleopolis with trains on the Oil Creek & Allegheny River Bailway, North and Sonth.

South.

Two Lines of Stages run daily between Pithole City, Miller Farm and Pleasant-ville, making connection with arriving and departing Trains.

J. T. BLAIR,

10,25 a m 10,38 " 10,30 " 10,24 " 11,06 "

No. 1. 8.40 a m 8.48 " 8,56 "

9.02 "

10,24 11,06

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STATIONS.

departing Trains. H. WICKHAM.

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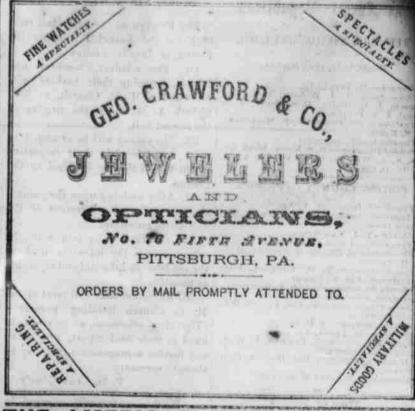
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